Action Taken at Yesterday's Meetings of Freight Men-Decision in the Vestibule Patent Case-Harry Crawford Must Pay.

So generally have rumors been circulated that the Louisville, New Albany & Chicago road is likely to fall into the hands of a receiver that a representative of the Journai has taken special pains to ascertain whether there was any grounds for such rumors, and their origin. The company owns a line from New Albany to Michigan City, 280 miles; Indiana State line to Massachusetts avenue, Indianapolis, 163 miles. Proprietary lines-Bedford & Bloomfield. Bedford, Ind., to Switz City, 43 miles; Orleans, West Baden & French Lick Spprings, 18 miles; total owned 512 miles. Operates under contract-Chicago to State line, 20 miles; New Albany to Louisville, 3 miles; in Indianapolis, to depot, 2 miles; total operated, 587 miles. A lease for 909 years with Chicago & Western Indiana at \$127,000 per year gives entrance to Chicago. It was opened in 1852 and sold in foreclosure Dec. 27, 1872, and reorganized. In August, 1881, consolidated with Chicago & Indiana Air-line. The Bedford & Bloomfield railroad, and the Orleans, West Baden & French Lick Springs have no debt, and their entire capital stock is deposited as security for the Louisville, New Albany & Chicago consolidated mortgage. A change Chicago consolidated mortgage. A change in the management took place in March, 1890. The general mortgage of 1890 is for \$25,000 per mile of road now owned or hereafter acquired, but of this amount \$10,000,000 bonds are reserved to retire the firsts as they mature. Of this \$10,000,000 first mortgage there is yet \$1,200,000 to be utilized by the company, and this is to be advanced under the new arrangement at the rate of under the new arrangement at the rate of \$30,000 per month. From the same source, through the summer, was derived the money which was placed in improvements, and that it was well expended will be shown if any unbiased person will take a trip over the line. Mr. Bradbury, general manager of the Lake Erie & Western, manager of the Lake Erie & Western, passed over the road between Chicago and Indianapolis, last Saturday, and on alighting from his car said it was one of and Indianapolis, last Saturday, and on alighting from his car said it was one of the pleasantest trips he ever made between Chicago and Indianapolis. Seven months had passed since he had been over the road, and since that time the improvement to the track had been very great. Another railroad official who is acquainted with the financial condition of the property and with the business the road is doing said the talk of placing the road in the hands of a receiver is simply absurd. What could be gained by it? The property is now handled by the first-mortgage bondholders, the road is earning more than its operating expenses and fixed charges, its business is steadily improving, and there could not be the least possible reason for such a report. He then named the two men who were setting the rumors affoat, both of whom are disappointed because they have not been able to carry certain points which, if they had been effected, would have led, in the end, to the road's dropping into the hands of a receiver. There is the best of authority for stating that every liability which the present management incurred has been paid when due, and in no case has an extension been asked. The interest which fell due on Jan. I was paid on the 30th of December, and also \$7.00,000 of liabilities incurred by the former management.

To a Chicago reporter President Breyfogle, yesterday, said that the rumors that have been freely circulated within the last few days affecting the financial credit of the Monon system and concerning its floating debt have-been greatly exaggerated. The company has met all its obligations promptly, and there are no suits against it. Its interest is fully paid up, and the business of the road is increasing in such a way as to leave no ground for such rumors. President Breyfogle says further that the damaging reports have all been circulated by one person, formerly in the employ of the company, who is doing his best to injure the credit of the company to gratify malice.

Meetings of the Freight Men.

Meetings of the Freight Men.

Yesterday forenoon the general freight agents of the roads in the Chicago and Ohio River Association met at the Bates House to talk over class and commodity rates. Much of the business transacted was of a routine character. The only action taken of interest to shippers was placing soap in car-load lots in the sixth class and erackers in car-load lots or less in the fifth class. In both cases this action operates as a reduction in rates. Every line in the association had one or more rep-

In the afternoon a meeting was held at which general freight agents of Indiana and Illinois roads were in attendance, the object being to adjust live-stock rates in Illinois to conform to the instructions of the Railroad Commissioners of that State. So far as Indiana rates on live stock are concerned no action was necessary, as they are now lower than those of Illinois after the revision. The meeting was largely attended. Besides the more prominent lines—the Big Four, the Illinois Central, the Vandalia, the Ohio & Mississippi, the Wabash and the Chicago & Alton—the Toledo, St. Louis & Kansas City, the Terre Haute & Peoria, the Peoria, Decatur & Evansville and the Indiana & Illinois Southern were represented. The work of adjusting the rates was accomplished by early evening, and the freight men left for their respective headquarters on the midnight trains.

Vestibule Case Decided Against Pullman. Judges Gresham and Blodgett rendered a decision at Chicago yesterday in the case of the Pullman Palace-car Company against the Wagner Sleeping-car Company, James A. Webb, the Lake Shore & Michigan Southern and the Michigan Central companies. The suit was for an injunction re-straining the defendants from using the "vestibule" patent. Nearly two years ago "vestibule" patent. Nearly two years ago the present suit came up on a motion for a preliminary injunction. Judge Gresham decided on that occasion in favor of the Pullmans, helding that sufficient of a showing was made to grant the temporary injunction. Then a motion was made by the Wagner company to dissolve the injunction. This was denied, the court holding the Sessions patent valid. The present suit involves a supplemental patent claimed by the Pullmans. The judges decided yesterday that an injunction on it could not be maintained. The application of the Pullmans was denied. The decision leaves them in possession of the Sessions patent, however.

Harry Crawford Must Pay. & lengthy opinion was rendered at Chico yesterday, in which Harry Crawford was declared responsible for the debts of the Great Southern railway. The decision was made in a creditor's bill filed by the Cleveland Rolling-mill Company, founded on a judgment against the road for \$44,365, and the complainant sought for an accounting of the property of the raclway, alleged to be in the defendent Crawford's possession, and of moneys due Crawford's possession, and of moneys due Crawford from one H.
H. Porter. In Indiana Judge Gresham appointed a receiver for the railway company on a creditor's biil brought by one Hack, but Judge Tuley holds that the Indiana suit is no bar to the present one.

Tickets That Scalpers Cannot Handle, Mileage tickets, covering transportation for one thousand miles, went into use yesterday on all the lines in the Chicago and Objo River Traffic Association. They are sold at the rate of 2 cents a mile. The roads interested have given very positive instructions to their conductors regarding the use and misuse of these tickets, and seem to be very much in earnest in taking precautions to prevent their manipulation by scalpers. Conductors have been ordered, under penalty of dismissal, to examine all such tickets carefully, and to take up every one having the appearance of being irregular.

Furchased by the C., H. &. D. At Dayton, O., yesterday, R. D. Marshal, a receiver, sold the Dayton, Fort Wayne & Chicago railway at auction for \$1,454,000 cash to Eugene Zimmerman, of Cincinnati, and C. W. Fairbanks, of Indianapolis, who represented owners of a majority of the

Cincinnati, Hamilton & Dayton railway stock. Rinety-six miles of the road from here to Delphos, O., is narrow gauge, and 163 miles to Ironton, O., is standard gauge, through the coal fields to Ironton, on the Ohio river. Before the sale proceeded attention was called to two hens on the road in dispute, one being the claim of the Grant locomotive-works, of Paterson, N. J., and one a suit for damages for personal injury.

Personal, Local and General Notes. Judge E. C. Field, general solicitor of the Louisville, New Albany & Chicago road, is arranging to at once remove his head-quarters to Indianapolis.

George W. Kendrick, who for some time past has represented the Big Four lines in Kansas City, on Feb. 1 takes the White line agency at Dayton, O., vice Lewis Hill, resigned.

If agreements are lived up to, on February 1 passenger rates in Central Traffic territory and in Chicago and Ohio-river ter-ritory will be restored to tariff and all manipulating of rates stopped.

The roads which bring the coke products of Pennsylvania west, it is stated, are about to reduce rates. The business of this class has been light of late on account of a fight over rate matters between the roads and the coke men.

Frank Darlington, superintendent of the first and fifth divisions of the Pennsylvania lines west of Pittsburg, has gone to New York to attend the annual meeting of the Society of Civil Engineers, of which association he is a member.

It is stated that the Union Pacific people have decided to keep J. A. Husted, their freight representative in Pittsburg, and T. S. Spear, who looks after the passenger traffic, that city being too important a point to turn over entirely to competitors. There is official authority for stating that C. C. F. Bent, general superintendent of the Ohio & Mississippi road, will, on March

1. retire to accept a more important posi-tion on the Southern lines of which S. M. Felton, jr., was recently elected president. L. D. Button, who has just retired from the position of superintendent of the Kanawha & Michigan road to accept a similar position on the St. Louis & San Francisco, was, on leaving the K. & M. road, presented by the officials and employes with an elaborate silver service.

The Pennsylvania Voluntary Relief Department of the lines west of Pittsburg has been in existence eighteen months, and during that time paid out in death benefits \$116,000; in disablement benefits, \$139,142, making a total of \$255,142 disbursed during the first year and a half of its operations. cinnati, Wabash & Michigan road has

been called for Feb. 25, at Elkhart, Ind., to vote on the question of issuing \$1,500,000 of additional stock, the proceeds to be used in purchasing additional equipment and com-pleting the extension from Anderson to Rushville, Ind.

W. R. Woodard, general manager of the Louisville Southern road, has been offered a position on a much more important line, and has its acceptance under consideration. He will remain in his present position until March 1, and should he then leave the road it is understood that J. F. O'Brien, recently appointed superintendent, will be promoted to the general managership.

Railroad managers, generally, express regret that the Atchison, Topeka & Santa Fe saw fit to withdraw from the agreement recently arrived at in relation to the issuing of free passes. They say that the restrictions decided upon were in the nature of a much-needed reform, and should have been adhered to. The Atchison people, however, claim that other roads were secretly violating the agreement.

ing the agreement. H. G. Crowe, chief telegraph operator in the office of Assistant General Freight Agent Pendleton, of the Vandalia, will to-day retire from that position to accept a similar position in the office of the general manager of the Northern Pacific road, with head-quarters at St. Paul. H. Alexander, who for some time was telegraph operator in the office of N. K. Elliott, superintendent of transportation of the Vandalia, will succeed Mr. Crowe in Mr. Pendleton's office.

The Southwestern Railway and Steamship Association has arranged to advance rates from New Orleans, Galveston and Houston to Colorado and Utah points to accord with a proposed advance to be made from Chicago and St. Louis to Colorodo, the same to be effected Feb. 7. The advance ranges from 5 cents on the first class, down to 1½ cent on the lowest class. The advance is brought about by an advance from vance is brought about by an advance from Chicago and St. Louis to Missouri river

Chairman Goddard, of the trunk lines, and Chairman Blanchard, of the Central and Chairman Blanchard, of the Central Traffic Association, have issued a joint circular reading as follows: "It becomes our duty to request that on and after Feb. 1, 1891, you will not pay commissions directly or indirectly to railway agents or employes, or to other persons in the territory of the joint committee (roads east of Chicago to the seaboard), and that on the same date you will similarly refrain elsewhere from such payments on tickets reading over these lines, or any parts thereof in either direction." either direction."

The committee appointed on Sunday by the Order of Kailway Conductors to present before the State and city authorities and the commercial bodies of the city their plans as regards making Indianapolis their headquarters will meet next week to organize and begin the work. E. E. Clarke, the grand chief of the organization, will probably be present. Grand Chief Conductor Clarke states that the last year was one of the most prosperous since the association was organized, over twelve hundred new members being enrolled. The organization now numbers over fifteen thousand members, divided into 286 branches.

A. J. Spurr, who represents the passenger

A. J. Spurr, who represents the passenger department of Chicago, Burlington & Quincy, with headquarters at Columbus, O., and Col. William Shaw, who represents the road in this territory, with headquarthe road in this territory, with headquarters at Cincinnati, are in the city. In speakings of the rate war which has been going on between the Big Four and the Ohio & Mississippi roads for weeks past, Colonel Shaw said that in his railroad career he had never known so uncalled-for and foolish a contest as this. The trouble seems to be, says a Big Four official, that the O. & M., which is running four solid trains each way daily, has got the bulk of the business, and the Big Four, to get any of it, must manipulate rates.

It is a long time since there has been any excitement in expressmen's circles, consequently the rumor that the Adams company and the American were to consolidate their interests creates quite a stir among the men, as such a consolidation would mean the throwing out of a large number of officials, messengers, and, in fact, effect men in every department. Such consolidation however, is hardly likely to occur, as the American Express Company is largely controlled by the Vanderbilt lines, and the Adams company is principally owned by the Pennsylvania Railroad Company. Fur-ther, to consolidate the American Express Company with any other company would vitiate its articles of incorporation.

M. J. Pickering, chairman of the Fedarated Travelers' Association of America, apated Travelers' Association of America, appeared before the committee on commerce of the lower house of Congress, yesterday, and, in behalf of eighteen thousand drummers, whom he said he represented, strongly urged a favorable report on a bill to permit railroads to give reduced rates to commercial travelers and carry an extra amount of baggage for them free of charge. The committee with but one discepting yets. mittee, with but one dissenting vote—that of Mr. Lynd, of Minnesota, authorized Mr. Mason, of Illinois, to report favorably a bill of the kind desired. A bill was also ordered favorably reported to permit railroads to carry, without charge, persons injured or the bodies of those killed in railroad accidents.

The Charge Against Selig. Detective J. J. Finney started for Pittsburg last evening with Solomon Selig. charged with bigamy. They were accompanied by Mr. Selig's attorney, Pierce Norton and Frank Nilan, brother of the woman who preferred the charge. The party left the jail in a closed carriage and drove rapidly to the Union Station, Nilan grew a little impatient at the delay in starting from the jail, and once called to the detective, "Finney, do your duty, its time to start," accompanying the words with a shake of the head that meant he wanted Selig treated as any other prisoner and that handcuffs be put on him. But the detective allowed the man to go without irons. Nilan watched everything very closely, wearing a look of dogged determination. Many rumors of compromise have been current, but both Selig's attorney and Nilan denied them to a reporter as they were starting for the Union porter as they were starting for the Union Station. The prisoner was visited by his his alleged offense against her.

PERFECTLY sure, perfectly pure, perfectly harmless is Simmons Liver Regulator.

THE SHORT-HORN BREEDERS

Great Value of that Class of Cattle for Their Beef and Milking Qualities.

The Bill Providing for Limited Terms and Other Changes in the State Board of Agriculture Causes a Warm Discussion.

There was a good attendance at the session of the Indiana Short-horn Breeders' Association, which was begun at the Statehouse yesterday afternoon. Judge J. S. Buckles, of Muncie, presided, and two very interesting papers were read. The first was presented by Mrs. Virginia C. Meredith, of Cambridge City, her subject being "Facts Relating to the Combination of Best and Milking Qualities of Short-

"There are two important lines," she said, "upon which to expend the energy of our endeavors as a short-horn association. The first is that of improving the taste and judgment of breeders; the second, increasing the sum of information about the breed now possessed by general farmers. The beef qualities of the short-horn stand unchallenged, and the superior dairy qualities of some short-horns is conceded. That it is a general-purpose breed is known to those who own them, and that there are other breeds that are superior for milk and butter is an established fact. It must be remembered that the existence and the excellence of a one-purpose breed does not, by any law of analogy, prove that a two-purpose breed cannot exist. We have mutton and wools combined in a satisfactory degree, and we have speed and draft combined for the practical purposes of the farm. Why may we not also have beef and milk combined in one breed? The claims of the special or one-purpose enthusiasts have special or one-purpose enthusiasts have been or are too exclusive.

"If the general farmer is persuaded by any means," continued Mrs. Meredith, "that a one-purpose breed is best for him he is doomed to sacrifice ultimately one-half of his opportunity in breeding. The shorthorn is pre-eminently the farmers' breed, because in it beef and milk are peculiarly combined. And if the breeder of the shorthorn would please his best constoner. horn would please his best customer—the farmer-his course would be to sacrifice nothing of the beef quality, but to main-tain with it all the dairy qualities pos-

The bill providing for the reorganization of the State Board of Agriculture was read by the secretary, and the discussion at times was very warm. Robert Mitchell, a times was very warm. Robert Mitchell, a member of the present board, spoke at length on the proposed measure, to which he expressed himself as strongly opposed. "I cannot indorse this bill," he said, "because I think that the State Board of Agriculture is nearer to the people at large under the present system than would be secured if this bill should become a law. It ignores several important organizations in the State so far as representation on the board is concerned. But the board is now on a broad basis, and we cannot afford to antagenize the interests of any one association."

ation."

Joseph Cunningham, who helped to frame the bill, was asked to explain its provisions, which he did at considerable length. "We simply want you to express your sentiment on the question," he said, "because we think the time has come when the State board should be reorganized. I am not at all surprised that Mr. Mitchell opposes this bill, because he has been a member of the board for twenty years. [Laughter.] What we want is to do away with this sort of representation."

"I desire to say," said Mr. Mitchell, "that I have always tried to do my duty as a member of the State board. I have been a member of our county agricultural seciety for thirty-eight years and of the State board for fifteen years, and I am not ashamed of it. There are men on the State board to-day who are as good as Mr. Cunningham dare to be."

"Let me explain a matter to Mr. Mitch-

"Let me explain a matter to Mr. Mitchell," said I. N. Catton, of Traders' Point.
"The land on which the fair grounds are now situated has grown in value simply because of the rapid growth of Marion county and the city of Indianapolis, and yet for twenty years this county has not had a representative on the board. I tell you, gentlemen, that the State Board of Agriculture as it exists to-day is manipulated by a ring of members who have had control of its affairs for years. They come here and elect their own iriends to the offices, and I, for one, am in favor of limiting the members' term to four years. I respect Mr. Mitchell and the other men who have been on the board for twenty years, but we want to get matters changed. We want to broaden our basis of organiza-

"Marion county has the superintendent, secretary and treasurer." suggested Mr. "Yes," retorted Mr. Cotton, "but they don't get a vote." "That is true," said Mr. Mitchell as he took his seat, "and I think it is wrong. Marion county should have a vote in the management of the fair."

Mr. Cunningham, in another speech, said that the bad condition of the board's af-

fairs is due to the nearsightedness of the members. It was suggested that a vote be taken in order to ascertain the sentiment of those present on the bill. As a substitute, however, Mr. Cotton offered the fol-Resolved. That the Indiana Short-horn Association favors the reorganization of the State Board of Agriculture and that the live-stock as-sociations be given representation on the said

The resolution was adopted uanimously. Messrs. Fulsom, Sankey and Moore were appointed a committee on nominations and Messrs. Quick, Sewell and Nelson a com-mittee on programme, after which the meeting adjourned.

A meeting was held at the Denison last night, but no business was transacted or night, but no business was transacted or papers read. This morning the regular programme will be carried out. W. F. Christian will read a paper on "What are the Greatest Obstacles that Short-horn Breeders have to Overcome, and the Best Way of Meeting such Obstacles?" The discussion will be led by T. A. Cotton, of Manilla. Philip F. Nye, of Goshen, will discuss "The Best Rations for a Short-horn Dairy Cow," and I. N. Miller, of Upland, will read a paper on "The Best Method of Rearing Calves for Breeding Purposes Exclussively."

Civil Engineers and Surveyors. The Indiana Society of Civil Engineers and Surveyors met in the room of the county surveyor in the court-house, at 2 o'clock yesterday afternoon, it being the twelfth annual meeting of the organization. About twenty-five members were in attendance. The new officers were installed and a short address was delivered by the retiring president, James C. Pulse. Robert I. Morrison, the new president I. Morrison, the new president, gave an address reviewing the engineering works now in progress throughout the American continent, referring especially to the tunnels now being made under the Hudson river in New York city and at Niagara Falls. Among the State works an interesting account was given by him of the cut through the rock at Momence for the drainage of the Kankakee marshes. The society will

continue in session to-day and to-morrow. Wool-Growers' Association. The sixteenth annual meeting of the Indiana Wool-growers' Association will be held in the State-house at 1:30 o'clock this afternoon. Papers will be read by A. V. Pendleton, Nineveh; B. F. Ginz, Star; T. C. Phelps, Greensboro: A. C. Cotton, Trader's Point; I. N. Miller, Upland; J. N. McCampbell, Marshall, and Marion Williams, Mun-

Events to Occur. The Central W. C. T. U. will meet at 2:30 M., at the lunch-room, to-morrow. The annual mask ball of the Mænner-

chor Society will be given at the hall of that organization on the 27th inst. The annual meeting of the social circle of the First Baptist Church will be held this afternoon in the church parlor. Rev. Con Haney, the Irish Methodist minister, will deliver his lecture this even-ing, at Plymouth Church, on "Ireland and

With a concert and ball, the Indianapolis Caledonian Quoiting Club will observe the one-hundred-and-thirty-second anniversary of the birth of Robert Burns, at Lyra Hall, Monday evening next. The semi-monthly meeting of the Meridian W. C. T. U. will be held this afternoon, at

The ladies of the Central Christian Church will serve a lunch in the parlors of the church, corner Ohio and Delaware streets, from 11:30 to 2 o'clock, to-day, for the benefit of the building fund. Lunch will be served weekly on Wednesday at the hours named.

PENSIONS FOR VETERANS. Residents of Indiana and Illinois Whose Claims Have Been Allowed.

Pensions have been granted the following-

Pensions have been granted the followingnamed Indianians:

Original Invalid—John W. Linder, Columbus;
Jacob H. Shull, Warren; Jesse L. Vick, Arba;
Wm. H. Armstrong, Terre Haute; Mahlon
Antrim, Sweetser's; Rufus Hiatt, Hymera; John
R. Kingman, Indianapolis; John L. Shepard,
Moran; Wm. Lee Logansport; Newton J. Ritter,
Terre Haute; Wm. R. Gurley, Evansville; Osborn
Treys, Marion; Wm. A. Brooks, Bruseville;
Jacob Kraus, Indianapolis; Thos. Webb, Rock
Camp; Gustavus McCleneham, Huntington;
Isaac Draper, Kokomo; Jas. H. Gray, Memphis;
John Walmsley, Peru.

Restoration—Francis M. Ives, South Bend.
Increase—Andrew J. Beck, Perrysville; John
F. Linkmyer, Farmers' Retreat; Jefferson Judkins, Irvington: George Hawes, Rockport; John
W. McCarty, Jackson; Rufus T. Pare, Crawfordsville; Wm. O. Parish, Terre Haute; Bluford Stiff,
New Albany; Jos. B. Williams, Grafton; George
Charles, Union City; Henry Woods, Glendale;
Wm. Yager, Pulaski; Prior Rowen, Rensselaer;
Luther Sthair, Gosport; Chas. C. Selby, Null's
Mills; John W. Long, Seymour; Wm. J. Huntsman, Moore's Vineyard; Jas. J. White, Plano;
Haywood Scott, Broad Ripple; Calvin
E. Chiles, Elizaville; John T. Kuykendall, Macksville; John Voss, Michigan
City; Joseph Moxell, Lowell: O. S. Stafford, Lafayette; Logan Daniels, Bloomington: Stephen
W. Shirley, Lowell; Samuel Shobe, Rochester;
George Green, Indianapolis; Reason R. Reeder,
Maplewood; John C. Pool, Indianapolis; William
A. Stout, Stilesville; Nathan U. Spence, Muncle;
Abram Simpson, Rensselaer; Franklin B. Miller,
Elwood; Absalom R. Large, Mount Erna; James
H. Ross, Rising Sun; Sebastian Searles, Wabash;
David Christner, Goshen; Perry Wright, Mountain Spring; Daniel Muser, Bingen; William Walters, Evansville.

Reissue — Martin V. Wallace, Washington;
Joseph Molinari, Tell City; Lorenzo Sink, Hymera; David Hoopengarden, Ossian.

Original Widows, etc.—Julla, widow of James
C. Dunlap, Franklin; minor of Harvey Webster,
Montpeller; minor of John S. Lee, Andrew; Ann,
widow of Rexhi W. Pumphrey, Columbia C

John Kelley, New Albany; Lethaya, widow of James B. Coleman, Groomeville; Margaret V., widow of Harrison Jackson, Sulphur Springs; Elizabeth, widow of Noah W. Hall, Muncie; Ricka, widow of Augustus Sonenberg, Michigan City; minor of Roderick Moore, Monticello.

TO RESIDENTS OF ILLINOIS. Original—(Navy) Wm. W. Bell, Shawneetown; Christian Niemann, Carlinsville; Henry Tomlin-son, Cary Station; Elias Simpson, Batchtown;

son, Cary Station; Elias Simpson, Batchtown;
David H. Durmire, Cooperstown; Marshall Lander, Higginsville; Francis M. Axton, Charleston;
Richard Roberts, Danville; Joseph Cate, Hamilton; Moses Lewis, Metropolis.

Additional Stephen G. Cole, Obed.
Renewal—Charles Burnes, Chicago.
Increase—Wm. I. Weaver, Flora; Lorenzo D. Hartwell, Marion; (navy) Jacob Heidinger, Fairfield; Samuel Howe, Limerick; Francis Marion Harper, Pawnee; Oliver A. Hughes, Glenburn; Stephen Douglas, Quincy; Samuel Miller, Clermont; Joseph Morrison, Clinton; Conrad Baker, Lawrenceville; John R. Johnson, Quincy.

Reissue—Napoleon B. Couch (deceased), Shelbyville.

Original Widows, etc.-Minor of Edward Ta-bor, Chicago; Sarah E., widow of Hannan W. Chapman, Savanna; minor of Wm. Collins, Cot-Reissue—Rebecca D., widow of Zodak C. Weedman, Farmer City; Celia, mother of Isaac Miller, Paradise; Sarah Jane, widow of Joseph Cate, Hamilton; Mary A., widow of John Keys, Crab Orchard; Sarah, mother of Jonathan S. Swinhart, Industry; Maga, widow of John M. Farmer, Ashley; Judith, widow of John Rudy, Orange-Mexican Widow-Mary R., widow of Daniel F.

ilmore, Peoria. Real-Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 P. M. Jan. 20, 1891, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

Aaron Clem to Anna E. Livingston, lots 71 and 72 in Clem's addition Addison L. Roache to Joseph C. Swan, lot 1, in block 10, in North Indian-135.00 Addison L. Roache to Margaret A. Swan, lots 13 and 14, in block 18, of section 4, township 15, range 4, containing 44.663 acres. George J. Strobel to Nancy A. Porter, lots 5 and 6, in Riley's addition to 250.00 Newton Teter to John W. Durflinger, lot 52, in Jones's subdivision of lot 13, in Cress's addition.

John S. Lazarus to Minnie H. Richardson, lot 85, in Lazarus & Peirce's Meridian Place addition.

Theresa C. Vinton to Louisa E. Kautsky, lot 35, in Woodruff's subdivising the Company of Morney addition.

Pleasant-avenue addition .. James H. Clark to trustees Samaritan Lodge, No. 658, of I. O. O. F., of West Indianapolis, lot 433, in Kuhn & Johnson's first West Indianapolis Fannie B. Willson to E. J. Leonard, part of lot 2, in Williamson's addi-3,100.00 Thomas C. Fomlinson to Charles H. Zollner, lot 2, in Wilcox's first addi-Benry Weghorst to Rosa Snyder, lot 25, in Weghorst's Pleasant Home addition.
Charles Martindale, trustee, to Benjamin O. Nichols, lots 11, 26, 27, 105 and 106, in Jackson Park addition.
Jonas F. Johnson to Babe H. Kauf-

man, lot 8, in square 8, in Indian-apolis Car Company's addition..... George K. Schofield to James W. Parr, one-half interest in east half of sec-tion 20, township 17, range 4; part of southeast quarter of section 17, township 17, range 4; part of south half of northwest quarter of section Charles M. Coats to A. S. Coats, lot 2, in Patterson's subdivision; lot 4, in square 10, in Hubbard et al.'s south-east addition... William L. Taylor to Sarah B. Bassett, lot 42, in Burton & Campbell's Park

part of the west half of the north-division of lot 19, in Henderson's Joseph Karcher to Ferdinand Fien, lot 8, in Frank's South Meridian-John S. Spann to Margaret Ambrose. lot 396, in Spann & Co.'s second Woodlawn addition.... Rice V. Hunter to Gustav A. Pfeisfer, east half of lot 94, in Fletcher et al.'s subdivision of outlot 96, etc....

Conveyances, 25; consideration ... \$48,780.00 Don't muffle your throat unless you are a public speaker or a singer. If you begin it you will have to keep it up till April or May, else you will have a delightful sore throat all the time. Covering the throat

makes it abnormally sensitive, and the slightest air causes a chill. The muscles of

the throat can be strengthened by reason-

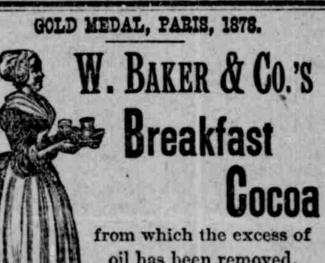
2:30 o'clock, at the home of Mrs. McDermid, 144 Ash street. Dr. Anna Bryson will read a paper on "The Effects of Alcohol on the Body."

THE PRICE OF OTHER BRANDS. POUNDS 20 + HALVES . 10 + QUARTERS 5 +



OF PURE COD LIVER OIL AND HYPOPHOSPHITES Of Lime and Soda. They will take it readily, for it is almost as palatable as milk. And it

ELY'S



oil has been removed.

and it is Soluble.

are used in its preparation. It has more than three times the strength of Cocoa mixed with Starch, Arrowroot or Sugar, and is therefore far more economical, costing less than one cent a cup. It is delicious, nourishing, strengthening, EASILY DIGESTED, and admirably adspted for invalids as well as for persons in health.

Sold by Grocers everywhere.

INCOMPARABLE IN FLAVOR. Fish, etc.), Aspic or Meat Jelly.

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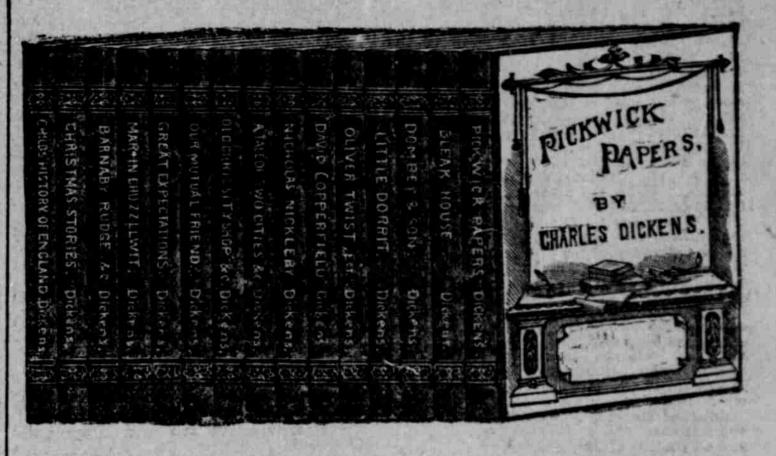
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